

Resolution No.:	<u>18-73</u>
Introduced:	<u>January 27, 2015</u>
Adopted:	<u>March 10, 2015</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY15-20 Capital Improvements Program and Supplemental Appropriation #15-S15-CMCG-9 to the FY15 Capital Budget Montgomery County Government Department of Transportation White Flint West Workaround (No. 501506), \$9,505,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
White Flint West Workaround	501506	SI&U	\$5,011,000	White Flint -
		Construction	<u>\$4,494,000</u>	Special Tax District
		TOTAL	\$9,505,000	

4. This appropriation is needed because the contract for the Conference Center parking garage will be executed in FY15. Segments of Main Street/Market Street and Executive Boulevard Extended within the Conference Center property will be constructed by the Conference Center parking garage contractor. A Memorandum of Agreement (MOA) was signed between the Maryland Stadium Authority (MSA) and DOT in the spring 2014. The MOA is for construction of a portion of the White Flint West Workaround roadwork to be included in MSA conference center parking garage design build procurement. This arrangement will allow the County to take advantage of economies of scale and reduce potential conflicts. Based on the MSA schedule for the conference center parking garage, expenditures and funding will need to be advanced and the appropriation of construction funding for the roadway portion will need to be advanced to FY15.
5. The County Executive recommends an amendment to the FY15-20 Capital Improvements Program and a supplemental appropriation in the amount of \$9,505,000 for White Flint West Workaround (No. 501506), and specifies that the source of funds will be White Flint – Special Tax District.
6. Notice of public hearing was given and a public hearing was held on February 24, 2015.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY15-20 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
White Flint West Workaround	501506	SI&U	\$5,011,000	White Flint -
		Construction	<u>\$4,494,000</u>	Special Tax District
		TOTAL	\$9,505,000	

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

White Flint West Workaround (P501506)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,421	0	0	6,421	300	425	2,057	2,013	1,545	140	0
Land	600	0	0	600	0	600	0	0	0	0	0
Site Improvements and Utilities	26,423	0	0	26,423	0	2,406	5,556	11,130	7,313	950	0
Construction	29,245	0	0	29,245	0	0	8,078	13,807	11,373	1,220	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	62,689	0	0	62,689	300	7,031	22,564	25,390	20,844	1,370	0

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	62,689	0	0	62,689	300	7,031	22,564	25,390	20,844	1,370	0
Total	62,689	0	0	62,689	300	7,031	22,564	25,390	20,844	1,370	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	300
Appropriation Request Est.	FY 16	4,666,268
Supplemental Appropriation Request		9,505
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	0

Description

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116).

The proposed projects for construction are:

1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglan Drive – new two-lane 1,200-foot roadway.
2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglan Drive – new 1,200-foot bikeway.
3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187) – 900 feet of relocated four-lane roadway.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development.
5. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed 4-lane roadway.

Estimated Schedule

1. Main Street/Market Street (B-10) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 ¹⁹ and FY18 ^{through 19}.
2. Main Street/Market Street (LB-1) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 ¹⁹ and FY18 ^{through 19}.
3. Executive Boulevard Extended (B-15) - Design in FY14 through FY15, SI&U and construction in FY16 through FY20 ¹⁹.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 ¹⁹ through FY19.
5. Hoya Street (M-4A) - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 ¹⁹ through FY19.

The schedule assumes that all land needed for road construction will be dedicated by the major developers in a timely manner. The schedule also assumes the construction of conference center replacement parking will take place prior to the start of the roadway construction.

Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

Fiscal Note

and construction in FY17 through FY20.

White Flint West Workaround (P501506)

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt insurance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers